

INFORMATION REPORT

CD NO.

25X1

COUNTRY Tanganyika

DATE DISTR.

1 Jun 51

SUBJECT Road Conditions

NO. OF PAGES 2

25X1 PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE ACQUIRED BY SOURCE

**SUPPLEMENT TO
REPORT NO.**

25X1

DATE OF INFORMATION

1. Tunduma to Mbeya:

a. Tunduma Resthouse (alt 5,500 ft) is just over the Tanganyika border. The 67 miles from Tunduma to Mbeya are part of the Great North Road, which connects South Africa with Nairobi and the Sudan. The road runs through mountainous country, dropping to 4,500 ft after leaving Tunduma, climbing to 5,300 ft, dropping to under 4,000 ft in the Rukwa Rift Valley, then climbing again to 5,500 ft at Mbeya.

b. Customs and immigration formalities take place at Mbeya. An extremely meticulous Hindu customs agent exacted a deposit of 22½% on "non-consumable goods" (firearms and portable radio).. The license for firearms cost £ 1-0-0, the only direct expense.

c. Gas is sold here in tins holding four Imperial Gallons. Gas prices decrease in proportion to the distance from the coast. Again, trouble in this region with dirty gas lines and carburetor.

d. At Mbeya we learned that the southeast corner of Tanganyika was impossible to reach at the time (late April). The long coastal rains begin early in April and often continue through May. Many bridges had been washed away. The road via Njombe, Songea and Masasi to Lindi was closed. The roads down from Dar es Salaam were doubtful.

2. Mbeya via Iringa to Dodoma and Arusha-on the Great North Road:

a. The road out of Mbeya runs through rich volcanic soil. It starts to climb immediately. Mpotoros Resthouse (alt 6,000 ft), 24 miles from Mbeya is a typical resthouse: a collection of white-washed, mud-brick, thatched huts with cement floors.

b. About 20 miles further, the road drops down to the Usangu.

CLASSIFICATION CONFIDENTIAL

25X1

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION						
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI								

plains. Rainfall here is about 32 inches annually. A clean hotel at Chimala.

c. The District Commissioner in Iringa (alt 5,200 ft) told us that the direct road from Iringa to Kilosa was closed by heavy rains. Yet in Iringa, May 3, the wet season was over.

d. From Iringa to Dodoma the road descends to 2,000 ft at the bridge across the Great Ruaha, rising again to 4,600 ft. The thornbush plains of the river valley were already dry after the seasonal rains.

e. Dodoma is on the railroad from Dar es Salaam to Lake Tanganyika. The Dodoma Hotel is a new first-class place owned by the Tanganyika Railways.

f. Beyond Konkoa in the Arusha direction the road climbs up a range of mountains to a moist green region in the coastal rain belt.

g. With very few exceptions, the road is in excellent condition between Arusha and Nairobi (Kenya). There are no customs between Tanganyika and Kenya, as the administrations cooperate closely.

3. Moshi to Korogwe, Amani and Tanga (coastal rain belt)

a. The 192 mile road from Moshi to Korogwe is not an all-weather road. The surface near Moshi is volcanic ash soil from Kilimanjaro. This becomes very slippery after rain. Some patches of black cotton soil further along would be very bad or even impassable after heavy rain. (Spring 1950 was the first wet season in which an attempt had been made to keep the road open). All through this region there are sisal estates, especially along the Tanga-Moshi Railway. Korogwe (alt ca 1,000 ft) is the center of the sisal planting district. It is also a road transport terminus for buses and trucks connecting the Northern Railroad with the Central line at Morogoro. The Piccadilly is a poor hotel, but the only one.

b. For the truck to travel from Korogwe to Amani (63 miles), a permit was necessary. During the wet season a system of road blocks is in operation, to prevent heavy traffic tearing up what remains of the road surface. On May 14 only one (the Morogoro) out of about six roads leading out of Korogwe was open for traffic.

c. Travel to Muheze, where we left the main Tanga road, was very slow. The surface was badly potholed and some parts deep in mud. From Muheze the road turns north over a jumble of ridges straight for the steep escarpment of the Usuramo. Seven miles from Amani the road crosses a bridge and begins to climb. It generally follows the bed of an extinct German railroad. Except for one greasy hairpin bend, it is good to alt 1,500 ft in the gorge of the Sigi River. From this point the road mounts the face of the range in a series of zigzags. The bends are sharp and the road is narrow.

d. Amani (3,000 ft) is on the edge of the rugged plateau which forms the top of the Eastern Usuramo Mountains. Because it is so remote, it is primarily an agricultural station. Rain falls here every month of the year.

f. Just north of Tanga, the coastal road was closed to all trucks (May 18) because of the rains. The Kenya end toward Mombasa was reported impassable. For purposes of official regulation of road traffic, the "long rains" on the coast end June 15th.

- end -

CONFIDENTIAL

25X1A